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COMMUNICATIONS

SOME CORRECTIONS

As the engineer has a fondness for accuracy of detail, often to the burden of his nonengineering friends, I therefore have some hesitation in calling attention to the following in the *WISCONSIN MAGAZINE OF HISTORY*, which may be mere engineering minutiae and of no interest to the historian:

Vol. II of No. 3, pp. 263, 264, quoting from p. 264:

“* * * the enabling act for Wisconsin in 1846
fixed its southern line at $42^{\circ}30'$.”

Quite true, but due to errors in the survey the boundary is not on $42^{\circ}30'$, the boundary line crossing this parallel about south of Brodhead.

Vol. II. No. 4, p. 452: “* * * built in the style of the famous *Merrimac* which had been sunk two years before in the duel with the *Monitor* which revolutionized the art of naval warfare.”

Lieutenant Catesby ApR. Jones, who commanded the *Merrimac* in the *Monitor* battle, testified later before a naval court of inquiry that the *Merrimac* should have been sunk in fifteen minutes. As a matter of fact, the *Merrimac* was practically uninjured in this battle and was blown up over two months later by order of its commander, Captain Josiah Tatnall. The last part of the quotation, however, is absolutely correct, for the *Monitor*, a creation of inspired genius, revolutionized naval construction, Captain Ericsson's second revolution in this art, the first having been embodied in the *Princeton* of the early eighteen forties.

Yours very truly,

JOHN G. D. MACK, *Madison*

State Chief Engineer